

a line officer but soon found his true calling and transferred to the staff corps as a Civil Engineer Corps officer. His first assignment was with the Seabees of Naval Mobile Construction Battalion FORTY, homeported in Port Hueneme, California. In subsequent assignments, Captain Marchette was given some of the most challenging assignments the Navy Civil Engineer Corps had to offer.

As a junior officer, he served as Staff Civil Engineer, Naval Technical Training Center Corry Station, Pensacola, Florida; Assistant Public Works Officer, Naval Air Station Key West, Florida, and; Resident Officer in Charge of Construction, Barksdale Air Force Base, Louisiana. In recognition of his exemplary performance and construction engineering expertise, he was then assigned as Operations Officer, Naval Mobile Construction Battalion SEVENTY-FOUR, homeported in Gulfport, Mississippi. In this assignment, he directed contingency construction and military operations throughout Japan, Korea, the Caribbean, and Central America. He followed this tour with assignment as the Civil Engineer Corps Lieutenant Commander Assignment and Placement Officer, Bureau of Naval Personnel, his only tour within the "Beltway."

At this juncture, Captain Marchette had developed a truly outstanding reputation as a naval officer and engineer and he was rewarded with a variety of leadership opportunities to include, Public Works Officer, Naval Station Roosevelt Roads, Puerto Rico; Commanding Officer, Naval Mobile Construction Battalion ONE, homeported in Gulfport, Mississippi, and; Chief Staff Officer, 20th Naval Construction Regiment, Gulfport, Mississippi. On October 30, 1997, Captain Marchette took command of Naval Construction Battalion Center Gulfport, Mississippi, assuming the dual responsibility of Commanding Officer, 20th Naval Construction Regiment, the pinnacle of a most outstanding career.

In this capacity, Captain Marchette has spearheaded development of a world class mobilization complex capable of mobilizing Seabees for deployment anywhere in the world within 48 hours. Selfless commitment, exceptional technical prowess, and extraordinary accomplishment have been the hallmarks of this most outstanding professional. Whether restoring order for the Mississippi Gulf Coast in the aftermath of hurricanes, responding to military contingencies throughout the world, or maneuvering through periods of severe budget constraints, he provided unparalleled leadership, innovative concepts, and overall brilliant managerial insight in accomplishment of the Navy and our Nation's objectives. Under his dynamic leadership the Naval Construction Force has experienced dramatic improvements in com-

prehensive readiness, training attainment, mobilization, and manpower/equipment resourcing. In short, Atlantic Fleet Seabees are now better trained and better equipped to accomplish the mission as a direct result of Captain Marchette's efforts.

Captain Marchette holds a Master of Science degree in engineering from the University of Florida. He is a registered Professional Engineer in the State of Louisiana and a member of the Louisiana Society of Professional Engineers and the Society of American Military Engineers. He is a Seabee Combat Warfare Officer whose personal decorations include the Legion of Merit, five Meritorious Service medals, the Navy/Marine Corps Commendation medal, and Navy Humanitarian Service medal.

Captain Marchette's visionary leadership, exceptionally creative problem solving skills, and uncommon dedication have created a legacy of achievement and excellence. Having spent half his 24-year career in the great State of Mississippi, Captain Marchette and his lovely wife, Fran, are true Mississippians who have brought great honor and praise to our State. Captain Marchette will retire on July 1, 2000 after 24 years of dedicated commissioned service. On behalf of my colleagues on both sides of the aisle, I wish Captain Marchette fair winds and following seas. Congratulations on completion of an outstanding and successful career.

CHANGES TO H. CON. RES. 68 PURSUANT TO SECTION 204

Mr. DOMENICI. Mr. President, section 204 of H. Con. Res. 68 (the FY2000 Budget Resolution) permits the Chairman of the Senate Budget Committee to make adjustments to the allocation of budget authority and outlays to the Senate Committee on Agriculture, provided certain conditions are met.

Pursuant to section 204, I hereby submit the following revisions to H. Con. Res. 68:

(Dollars in millions)

Current Allocation to Senate Agriculture Committee:	
FY2000 Budget Authority	\$10,843
FY2000 Outlays	7,940
FY2000-2004 Budget Authority	40,012
FY2000-2004 Outlays	24,704
FY2000-2009 Budget Authority	75,410
FY2000-2009 Outlays	45,523
Adjustments:	
FY2000 Budget Authority
FY2000 Outlays
FY2000-2004 Budget Authority	5,997
FY2000-2004 Outlays	5,227
FY2000-2009 Budget Authority	5,637
FY2000-2009 Outlays	5,667
Revised Allocation to Senate Agriculture Committee:	
FY2000 Budget Authority	10,843
FY2000 Outlays	7,940
FY2000-2004 Budget Authority	46,009
FY2000-2004 Outlays	29,931
FY2000-2009 Budget Authority	81,047
FY2000-2009 Outlays	51,190

FAA REAUTHORIZATION

Mrs. HUTCHISON. Mr. President, on March 7, 1959, history was made when

the first aviator charted over a million miles in a jet. Although it seems commonplace today, at the time, traveling a million miles was indeed, an aviation milestone. Well, today, more than forty years later, we are considering another aviation milestone of sorts: a reauthorization of the Federal Aviation Administration which will be of significant benefit to our nation's communities, our air infrastructure and the flying public.

I represent a state that has an enormous amount of aviation. Texas is home to one of the Nation's busiest airports, DFW, but we also have 27 other primary airports, 21 designated reliever airports and more than 1600 other small airports that Texans depend upon to get from one place to another. Therefore, I recognize the importance of aviation to my state, the critical role my state plays in the national aviation system and the important of Airport Improvement Program funding in maintaining it.

This bill provides a framework and the necessary tools to responsibly and substantially fund our nation's air infrastructure as we have never done before. For the first time we will guarantee that all receipts and interest in the Air Trust Fund—totaling more than \$33 billion—will be spent over the next three years for only aviation purposes. We will enhance air safety, allow local areas to provide for their financial needs, and assist our traffic controllers in watching our skies and protecting the flying public.

The Airport Improvement Program, on which so many of our airports rely, will see an increase of \$1.9 billion this year alone. It will increase to as high as \$3.4 billion over the next four years. This funding will allow our airports to make necessary improvements to their existing facilities and expand to accommodate the amazing growth that all of our nation's airports have seen in recent years. Additionally, the Military Airport Program, which helps to assist our current and former military airports by providing funds for needed structural improvements, will see a boost from twelve airports to fifteen designated and eligible this year, and 20 designees, thereafter.

In Texas, we are affected by both national and international air traffic growth. Traffic to Latin America in the next few years is set to exceed capacity and place an even larger burden on neighboring air route systems. This will affect traffic in the Gulf of Mexico, in particular, where traffic is controlled in large part by the air traffic control center in Houston.

In fact, this is one important area where improvements are greatly needed. A large portion of the Gulf of Mexico remains without visual communication on radar, nor sufficient two-way communication, in general. Traffic in much of the gulf is controlled